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The Daily Press.

HONGKONG, July 9th, 1900

Two more days have passed without any official confirmation of the rumour that the Europeans in Peking have been massacred, and as long as we get no trustworthy intelligence to that effect it is permissible to hope that Prince Tuan and the other leaders of the extreme anti-foreign party may shrink before the step which will seal their own fates. Indeed we now know that the Legations were safe on the 8th. Whether Tuan has his fanatical followers under any sort of control, it is impossible to say, for we have no indication whatever how the usurping Government stands in the Chinese capital. Prince Tuan has gained his position by identifying himself with the movement of the *I-Ho Chuan*, but to what extent he rules the anti-foreign party rather than is led by them no one can tell as yet. He may recognize that his best policy is to spare the lives of his prisoners; though even then the outcome of the present troubles cannot be foretold. Germany has already a death to avenge, and the Kaiser has spoken in no uncertain tones as to his intention. The other Powers at present do not stand on quite the same footing (except Japan, one of whose officials was previously murdered in Peking), but there is an obvious unity of interest among all the nations who have representatives and nationals in Peking. It is therefore a most disturbing factor in the situation that the impression is gaining ground that Russia stood out against the best means of putting an end to the present crisis by a general mandate of the Powers to Japan, as the only nation near enough, to put a well-

equipped force into the field. It is not to conclude too hastily that Russia was playing the unworthy game of being a spectator. But that there was a serious obstruction standing in the way of only too plain the basest of human calculations resulted in China being able to check-mate the world with what is, after all, not an overwhelming army (30,000 men, some reports give it) outside Tientsin. Any agency which stops the advance of a competent force to relieve Peking is guilty before the whole world of an offence equal to that which would be committed by the Chinese if they massacre the unfortunate refugees at the British Legation. For this reason we must reserve our judgment, and decline to believe without full proof that the Russian Government was willing to betray the allied nations. The report in the last telegram from the North, that 20,000 Japanese troops are already on their way to Peking, if true, is most welcome, not only as holding out hopes of the rescue of the Legations; but also as showing that the Powers, Russia included, have come to their senses.

The Oxford and Cambridge Cricket Match ended on Saturday last in a draw.

In the 24 hours preceding noon on Saturday there were reported seven cases of plague and six deaths.

The second of the Indian transports for China, the *Pulacotte*, passed Singapore on the 6th inst. and is expected here on the 11th.

The German mail arrived yesterday and delivery of letters and papers was completed in the afternoon. The *Konig Albert* bespoke the British transport *Nerbudda* bound northward on the 7th inst.

The *Manila Times* of the 1st inst. reports:—"The peace conference of the Filipino leaders which was called to meet at the house of Padre Paterno to-morrow morning, has been indefinitely postponed, presumably owing to Paterno's confinement, as he was to have presided at the meeting."

It is notified in the *Gazette* that the scale of fees chargeable for the services of the two Nursing Sisters at the Government Civil Hospital for private nursing will, from after the 1st of August, be as follows:—Per day, 84 Ordinary Cases, 85 Infectious Cases; Per week, \$25, and \$35; Fortnight, \$50, and \$70; Month, \$100, and \$125; Confinement cases, \$35 per week.

Mr. Erich Georg says in his weekly share list, dated 7th July:—"A little more business has been done during the week under review, but except in very few instances, no improvement in rates has been perceptible. The distressing news from Peking and Tientsin does as a damper on operators, and until satisfactory news arrives from the North, we cannot look for an improvement."

The *Straits Times* states that the Resident-General of Federated Malaya has had under consideration a proposal to permit boys from the Federated Malay States to compete for the Queen's Scholarships. The Federated Malay Government is prepared to pay for the scholarship, if, or whenever, a boy from the Federated Malay States is successful, provided that not more than one of such boys is awarded a scholarship in any year.

The cook of the steamer *Huengshan* on Friday met his wife running across the street at Wanohai, where he lives, and she told him that their little boy had been lost. He at once began to search for the boy, and ultimately found him on board the *Macao* boat with an old woman. Seeing that the boy recognised him the woman put the child down. When spoken to she said the boy had been brought on board by someone else, who had asked her to look after him. She told Mr. Hazeland this story on Saturday, but it availed her nothing, she being sentenced to six months' hard labour.

At about three o'clock on Saturday morning a shopkeeper at Taipingshan discovered a strange man on his premises busily engaged in filling a bag with knives, razors, and other cutlery. The intruder at once threw down the bag and endeavoured to escape. The shopkeeper, however, gave chase and began to call out "Thieves! thieves!" His cries attracted the attention of a district watchman, who arrested the runaway and took him to the Police Station. Here a couple of watches and chains taken from the cutler's shop were found upon him. He had started the shop by bursting upon the back door. The man was subsequently brought before Mr. Hazeland, who sentenced him to six months' hard labour.

LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of India* left Yokohama for Victoria and Vancouver on Friday, the 6th inst.

The Imperial German Mail steamer *Bayera* left Shanghai via Poochow on Saturday, the 7th inst. and may be expected here on or about the 11th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on Friday afternoon, the 6th inst.

The Austrian Lloyd's steamer *Trieste* left Kobe via Moji for this port on Friday, the 6th inst.

The H. A. L. steamer *Verona*, from New York, left Singapore for this port on the 7th inst. and is due here on or about the 12th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.
THE CRISIS IN CHINA.

FROM OUR CORRESPONDENT.

SHANGHAI, 8th July, 10.45 p.m.

LEGATIONS HOLDING OUT ON THE 8th.

General Yuan Shikai refuses to obey Prince Tuan's orders and telegraphs to Acting Consul-General Warren that a messenger from Peking says that the Legations were holding out last Tuesday, the 8th inst.

GALLANT DEFENCE.

Two thousand soldiers and numerous Boxer ringleaders have been killed. The Chinese are much disheartened and afraid to renew the attack.

20,000 JAPANESE REPORTED ON THE ROAD TO PEKING.

It is reported that twenty thousand Japanese are marching to the relief of Peking.

IMPERIAL TUTOR MURDERED.

The Imperial Tutor Hsu Tung and his whole household have been killed at Peking by Boxer pillagers.

LONDON, 5th July, 10 p.m.

IMPORTANT MINISTERIAL STATEMENT.

Mr. Brodrick stated in the House of Commons to-day that the allied commanders opining that no further advance on Peking is possible until their forces are increased, the British Government are hourly expecting Japan's reply to their communication.

CHINESE AUTHORITIES TO BE HELD RESPONSIBLE FOR LEGATIONS.

The Government have intimated to the Chinese Minister in London that the authorities at Peking will be held personally guilty if the members of the British Legation or any other foreigners are injured.

LONDON, 6th July, 9 p.m.

SUSPECTED RUSSIAN OBSTRUCTION.

The alleged Russian objection to Japan receiving the mandate of the Powers to relieve Peking excites the strongest indignation.

BRITAIN WELCOMES JAPANESE AID.

Mr. Brodrick stated that Japan received the assurances of the British Government that they would welcome the prompt despatch of a large force to Taku. No European Power objected. Negotiations were proceeding.

WERE THE POWERS UNANIMOUS?

Mr. O'Connor asked if the Powers had unanimously requested Japan to act. The question was unanswered.

THE REPORTED OFFICIAL CONFIRMATION OF THE PEKING MASSACRE.

The full text of the official communication given out here on Saturday with regard to the rumoured general massacre of Europeans in Peking was as follows:—"H.E. the Governor telegraphed to the Consul-General at Shanghai yesterday, asking if the rumoured massacre at Peking was true, and received the following reply: 'Rumour not confirmed.'—Warren." It will be seen, therefore, that we were correct when we stated, in Saturday's issue, that the answer to the Governor's enquiry whether the report was correct that official news to this effect had been received in Shanghai was that the report was not true.—"Rumour not confirmed." We did not say that the Acting Consul-General had said the rumour of the massacre was not true. It was the official confirmation that we denied, not the rumour itself.

THE WAR IN SOUTH AFRICA.

LONDON, 5th July, 10 p.m.

LATEST MOVEMENTS.

Generals Clery and Hart have effected a junction at Zwaikopsboschrand River.

THE HOSPITAL ENQUIRY.

The South African Hospital Committee is composed of Doctor Church, Professor D. J. Cunningham, and Mr. Justice Roper.

THE ASHANTI TROUBLE.

LONDON, 5th July, 10 p.m.

SIR F. HODGSON ESCAPES FROM COOK'S ESTABLISHMENT.

It is officially announced that Sir F. Hodgson has left Coomassie. 600 native troops under Colonels Morris and Wilcocks will relieve Coomassie by the 15th instant. Col. Burroughs and 400 native troops surprised the enemy at Dompoussi and captured 40 guns.

REUTERS' SERVICE.

LONDON, 5th July.

THE ASHANTI REBELLION.

A despatch from Wilcocks, Fumasi, 3rd inst. says that runners report the Governor of the Gold Coast left Kumasi and had arrived at Ekwanta twenty miles to the South West on his way to Cape Coast Castle. Many had been killed breaking out of Kumasi. The Governor had left a detachment to garrison the town.

Reuters' correspondent at Fumasi says the relief force will shortly be concentrated and it is expected that Kumasi will be relieved in 10 days.

THE GERMAN EMPEROR'S ADDRESS TO THE MARINES.

According to bystanders the Emperor was most vehement in his address to the Marines and thrice repeated the words vengeance.

THE CHINA CRISIS IN PARLIAMENT.

In a debate on the China Crisis Mr. Brodrick deprecated discussion in the present state of uncertainty.

The Government had informed Japan that it hoped, in view of her proximity she would be able to considerably supplement her contingents. There was no reason to think that any Power has discouraged Japan. It was the Government's greatest desire to preserve the accord of the Powers.

LONDON, 6th July.

RESULT OF THE PRINCESS OF WALES STAKES.

1. Merry Gal.
2. Diamond Jubilee.
3. Carnau.

THE CRISIS IN CHINA.

The *Times* asks why diplomatic assurances are withheld which would immediately set in motion an available Japanese Army of which 15,000 are already embarked and 30,000 ready to embark.

THE WAR IN SOUTH AFRICA.

Parties of Boers are surrendering daily in the country between Wenburg and Senekal, but there are isolated bodies of combatants in all directions.

THE CRISIS IN CHINA.

CADETS LEAVE CANTON.

As an act of precaution the cadets residing in Canton have been ordered to leave the city and are coming to Hongkong during the unsettled state of affairs.

MAJOR F. MORRIS' ACCOUNT OF THE RELIEF OF TIENTSIN.

LOCAL CASUALTIES.

Through the courtesy of H.E. Major-General Gascogne, C.M.G., we have been permitted to peruse the official report of Major F. Morris. It would appear that the local casualties are not so heavy as were at one time reported. The Royal Welsh Fusiliers have had one killed (No. 3,752, Private Power) and three wounded—No. 4,977, Private J. Jones, gunshot wound in knee; No. 4,977, Private G. Martin, gunshot wound in thigh; and Major Morris, slightly.

In the detachment of the Hongkong Regiment one Subadar was killed and one Jemadar and two privates wounded, the former badly, and the latter slightly. H.M.S. *Terrible*, in which Major Morris and his forces went north, and the transport *Hingang*, in which the remainder of the troops left, encountered such severe weather as to delay their arrival at Taku. H.M.S. *Terrible*, though leaving Hongkong a day later than the transport *Hingang*, arrived first at Taku, and as troops were urgently needed Major Morris started with his party, leaving the *Hingang's* contingent to follow as soon as they landed. The latter joined him later on, and the whole are now under the Command of Brigadier-General Dordard. It is satisfactory to know that the British force not only took part in the relief of Tientsin, but that as the other nations had been already repulsed in the attempt until reinforced by the British force, it may be said that the assistance of the British force enabled the relief to be successfully carried out.

The *Terrible* reached Tongku at 5 a.m. on 21st June, the details being 7 officers and 323 men of the Royal Welsh Fusiliers, 1 officer and 22 men of the Royal Engineers, 1 officer and 9 men of the R. A. M. C., an officer of the Army Service Corps, 1 officer and 1 clerk of the Army Pay Department. There was also a naval force of about 150 strong in command of Captain Craddock, R.N. The men obtained and left a few hours later for the front. Their advance was greatly retarded owing to the leading trucks being derailed and overturned at some points and also through having to repair the line where sleepers had been burned. At Chunlienshang the British force encamped for the night and found a combined force of about 300 Russians and 100 U.S. marines, who on the previous day had attempted to enter Tientsin but had been repulsed with the loss of their gun. Commander Waller, in command of the U.S. marines, informed Major Morris

that the position was too strong to take with-out guns, and therefore, after consultation with Captain Craddock, he agreed that a withdrawal was necessary. The British force was ordered to withdraw to the line of the railway. This was carried out completely, and a base for the force, established at a place 10 miles west of Tientsin, where the line was so much destroyed that it was impossible for the train to advance further.

On 23rd June a Russian force of 19,500 infantry, with 4 guns, combined with the British force, consisting of 7 officers and 287 rank and file of the Royal Welsh Fusiliers under Major Morris and the Naval Brigade under Captain Craddock, R.N., advanced at 4 a.m. along the railway line to the attack of Tientsin. The Russians on the right and the British and American on the left.

At a distance of six miles from Tientsin the attack was opened and a heavy fire was returned by the enemy. From this point the Russians made the railway station their objective. Major Morris was ordered by the Russian General in command to diverge and along with the Naval Brigade and the American marines to attack the Military School.

For about five miles the force fought its way under a very heavy rifle fire. Many villages were rushed and taken at the point of the bayonet. The Military School was not strongly held, and was easily cleared of the enemy, who retreated out of it, leaving 25 killed and wounded. This School was the enemy's strongest position holding the European settlement.

The relief of the settlement was effected at 1 p.m. the inhabitants pouring out of their entrenchments to greet the soldiers and sailors as they crossed the river. Major Morris testifies to the great steadiness of the force under his command under a very heavy fire, and the heroic manner in which the various villages were assaulted and the enemy driven out, and he attributes the smallness of the casualties to the fact that the men availed themselves of cover on every possible occasion.

In forwarding his despatch Major Morris points out the difficulties under which he laboured. The whole of his stores, reserve ammunition and medical comforts were on board the steamer *Hingang*, which did not arrive until four days after the arrival of the *Terrible*, and the only transport available was a few old mules and donkeys found in the country.

A company of mounted infantry of 100 strong, under Lieutenant Walwyn, was being organised, the ponies and saddlery being provided by the civilians of Tientsin.

The Major states that the number of officers under his command is inadequate and he requests that the Headquarters Authorities send him four more, for duty with the present detachment, and one more complete company of 100 men, to include as many men as possible who have been through the course of mounted infantry.

In response to this request the military authorities here have intimated that, for the present, they cannot spare men from the Hongkong garrison.

CANTON.

[FROM OUR CORRESPONDENT.]

Canton, 7th July.

LI HUNG-CHANG'S NEW PROCLAMATION.

As is well known, since the outbreak of disturbances in the North and the news of the foreign troops and gunboats fighting, H.E. Li Hung-chang received an Imperial edict which ordered him to protect the boundaries under his jurisdiction. With that end in view he proposes to train the troops of Kwangtung, and devise means to raise revenue. This scheme as published in a notification is as follows:—

"I, being an Imperial Commissioner of Commerce, senior guardian of the Prince, Earl, Grand Secretary, and Viceroy of two Kwangs, issue the following notification for the information of my people. On account of the rebellion of the Boxers in the Imperial domain foreign soldiers have been continually despatched thither to fight them, and wherever they went they have burnt and robbed and spread devastation. I have received an Imperial order urging me to proceed to Peking; but as there are so many obstacles, by land and by sea, and as the gentry and merchants of Canton have jointly presented a petition begging me to remain in consideration of the responsibility attached to the post I am now holding, I have been in great perplexity whether to go or to remain. On the 29th of the 5th moon (29th June) I received another Imperial order bidding me to remain and to use all possible efforts to protect the boundaries under my jurisdiction. To enable me to do so I shall have first of all to train my soldiers, and to train them efficiently I must devise some means of raising revenue for their keep."

THE REORGANISATION OF THE ARMY.

There are several methods of training the soldiers. (1) The soldiers for service on the field of battle should be strong and numerous, drilled night and day, and taught to march with equal pace and all alike. They must understand thoroughly the handling of rifles and be good marksmen. Discipline should be strictly observed on garrison duty, and no faults should be allowed to pass. The expense of keeping up the army will be about £20,000 per month, or about 1,500,000 taels per annum. (2) The soldiers for patrol duty ought to imitate the European fashion or that of Hunan. Stations should be established in every street in the city of Canton and its suburbs, and patrols should be kept up night and day with the object of arresting any person committing a crime, from the minor offences of drunkenness and disorderly conduct to the more serious crimes of robbery, murder, and treason. All the houses in Canton should be numbered, and if there is any suspicion of

persons living therein constantly going in and out, or going about the streets, they should be arrested and taken to the nearest station for examination; and, as circumstances require, such persons may be released on giving security. The street watchmen may be done away with. The expenses for this will be about 400,000 taels per annum. (3) At present there are soldiers specially maintained for the purpose of making arrests, in guard boats, cruisers, and in steamers. The drilling of these should not be abandoned, and the expenses for their keep be paid out of the military fund. In this manner we shall have a most efficient army.

THE QUESTION OF EXPENSES.

There are also several means of raising revenue. (1) As there are no doubt many persons who are willing out of patriotism to contribute to the purchase of arms, ammunition, and ships of war whenever they see that the Government stand in need of them, let the Committee of every street keep a subscription book and enter in it the subscription of any person willing to subscribe from 50 cents upwards, and give him an official stamped receipt for the same. The Committee of the joss-houses should do the same, and the amount so collected should be paid into the Treasury of the Nam-Hoi and Pun-Yu Magistrates. This money shall be expended for the purchase of arms and ammunition, ships of war and torpedo-boats, and for nothing else. (2) Out of one year's rent let the landlords and tenants each contribute one month's rent towards the expenses of keeping the soldiers to patrol the streets. This contribution shall be made quarterly, and the balance, after payment of patrol expenses, shall go to the military fund. (3) The rents from fields and ground shall also be devoted to the payment of military expenses, and the balance shall be sent, as the regulations direct, to Peking. (4) The *kelin* taxes and the Customs revenue shall be reserved for repayment of the foreign loan, and other expenses at Peking. (5) All other sundry expenses shall be paid out from the funds of the Board of Reorganisation. This is one of the best arrangements in dealing with the questions of expense.

THE GENERAL DUTY.

"The duties of the Viceroy and Governors are to uphold the Government and protect the territory over which they are placed. The duties of the judges and the *taotai* are to investigate and find out the truth. It is the bounden duty which the gentry and merchants owe to the State to show their loyalty and patriotism jointly in times of trouble, and the military officials are bound to arrest and stamp out all thieves and robbers, extirpate the secret societies, and protect the good people so that they may live in peace and harmony. If the officials and people are of one mind, the civil and the military will act in accord, and with their best exertions this empire will be strengthened on the way to progress, be reformed from its present decadence, and be made as strong and solid as a mountain. I therefore hope that the officials, gentry, merchants, and people will clearly understand my intent, and I issue this notification for their information, so that they may act together for public good. Disobey not this order."

Kwangsi, 29th year, 6th moon, 5th day. (1st July, 1900).

THE SCHEME ADOPTED.

Upon the issue of the above notification, and on the petition of the Commercial Bureau for sanction, the gentry and merchants convened a meeting in the large hall of the Bureau, and decided to follow the advice of H.E. the Viceroy; that is, out of one year's rent each landlord will pay one month's to the Bureau. In case a tenant over rent for three months the Bureau will take steps to enforce payment of the same, in default of which they will turn him out. The tenant on his part will also pay a month's rent to the Bureau for the keep of the soldiers for street-patrol duty day and night. There will be detectives employed, as in Shanghai, to make enquiry about any robbers or traitors, and any persons harbouring them.

A VOLUNTEER FORCE.

By order of the Viceroy a *weiyin* was sent to the temple of the 500 geni, and there called a meeting of the headmen of the different guilds, and told them to bid their artisans and labourers ready persons their respective callings. If any of them wishes to be a soldier he is at liberty to do so and will get 810 a month. Whenever called upon he must be ready to fight; while there is no fighting he is to peacefully pursue his employment. Over a hundred of the artisans have enlisted themselves as soldiers, and their names will be registered in the *yamen* of the Nam Hoi Magistrate. More are expected to join.

THE SALE OF ARMS.

Notifications have been issued and posted up in the streets to prohibit the sale and manufacture of firearms, and several machinery shops in Canton and Hoonan have been visited and cautioned by *weiyin* not to sell or manufacture any arms under penalty of closure and confiscation.

NEW APPOINTMENTS.

General Liu Yung-fu, the Black Flag General who was sent by the Viceroy to the Kwang Ning district to stamp out the local banditti, came back the other day, and has been appointed the Commander-in-Chief of all the native regiments in Canton; while General Ching Wai Lun is to take the command of the navy. The Bogro forts are watched by 5,000 soldiers of the Koo regiment, under the command of Mok Sin Chik.

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THE BRITISH ARMY.

H. O. ARNOLD-FORSTER, M.P.

I.
INTRODUCTORY AND
EXPLANATORY.

THE NATURE OF THE TASK.

I have been asked to write a series of articles dealing with the War Office and the Army. Everybody admits that at the present time both these subjects are interesting, and that it is of the highest importance the public should study the composition and methods of the War Office, with a view to improving the efficiency of the Army. It is not, however, easy to put dull things in an interesting way, and no doubt some of the questions which must be discussed if the relations of the War Office to the army are to be properly understood, are dull. Accounts of the behaviour of regiments in the field, of the bravery and endurance of the soldiers, of failure or success in war time, these are themes which invariably prove attractive; but it requires a little resolution to leave the stern excitement of the campaign for the tediousness of a Govern-ment office, or the humdrum training of the barracks square, of the camp in peace time. But as this task has to be undertaken, I shall do my best to take the case as clearly and simply as possible, so that those who have never given any previous attention to military matters may nevertheless be able to follow every word of the argument, and to understand the illustrations which are given, and the conclusions which are arrived at. Unless this can be done, very little will be accomplished.

AN APPEAL TO THE PUBLIC.
The people whose business it is above all others to see that the army is made strong, adequate and efficient, are the members of the Government and the officials of the War Office. They have been appealed to over and over again, and it is because they have steadily refused to take any effective action, that it is now necessary to turn to others, who though not directly charged with the performance of the work, are deeply interested in seeing that it is done. It would perhaps seem natural to turn first to Parliament, and by means of debates and questions there, compel Ministers to reform the War Office and strengthen the army. This plan has been tried, but it has not succeeded. Very few members of Parliament are willing to give continuous attention to the question. Few of them have really studied it, and as a matter of fact, although Members of Parliament will generally declare that the subject of army reform is a very important one, and that they are deeply interested in it, very few of them will ever consent to listen to a discussion upon it, and fewer still will ever take the slightest pains to study it for themselves. There will be no real interest taken in the question of army reform in the House of Commons until the general public outside the House of Commons shows that it is in earnest, and insists upon something being done.

It is greatly to be regretted that this should be the case, but it is necessary to deal with facts as they are, and unfortunately there can be no doubt at all as to the correctness of the description which has been given. It is unhappy true that no serious change for the better in our naval or military organisation is ever made, save as the result of public agitation. Something will be said about this method of getting things done, further on. It is not a good method and ought not to be necessary, but for the present it is sufficient to say that it is necessary. In these articles an attempt will therefore be made to explain matters to the public, in the hope that those who read and agree will use the knowledge they may acquire to instruct others, and to create that public interest in army organisation which can alone help us out of our present dangers and difficulties.

THE WRITER'S QUALIFICATIONS.
It is not a pleasant thing to have to write anything in the nature of an autobiography, but perhaps it is fair before asking members of the public to read these letters, to assure them that they are not written by one who has just begun to look into the problems for the first time, nor by one who is only acquainted with the army as seen in the pages of Blue Books.

As long ago as the year 1881, I contributed an article to the "Nineteenth Century," entitled "A Civilian's Answer to Sir Garnet Wolseley." From that day forward I have been a most careful student of all questions connected with the services. Of the actual experiences of war I do not pretend to have any knowledge, but of soldiers I have seen something. I have been at the manoeuvres of nearly every army in Europe, and constantly at those of our own troops. I have marched with infantry regiments and ridden with the artillery. I have seen artillery firing and experiments in gunnery of every kind. I know our camps, barracks, and arsenals. I have had the good fortune to become acquainted with soldiers of every rank and in every branch of the service, and from them I have received an amount of assistance and information which are invaluable. From the highest to the lowest I have been met with the greatest kindness, and the correspondence which I have received from all parts of the world with regard to the subjects I have been compelled to study, has given me no excuse for making mistakes. Among civilians who are connected with the army and its administration, I also have the good fortune to count many friends, and to them I am indebted for a vast amount of information in the form of documents, statistics, &c.

I have thought it permissible and even necessary to say so much about myself, because my readers may not unreasonably ask what business has a civilian, who has never served in the army, and who has had no official experience, to speak to them about these great military questions. The question is a perfectly fair one, and in reply to it, I can only say that if what I

write be not the fruit of military service or official experience, it is at any rate the outcome of a great deal of research, of many years' study of things as they are, and of much information imparted by those best qualified to give it.

THE PLAN OF PROCEEDING—ARTICLE ONE.
Having said so much, it is necessary to go back to the scheme of these articles. The present article is devoted to the preliminary matter which appears above, and to an explanation of the form and arrangement of those which are to follow.

ARTICLE TWO.
In a second article the need for early and effective action will be explained. In order to make this clear, it will be necessary to call attention to the dangers which threaten the country, and which are probably more serious than any which the nation has had to face for nearly a century. The British public is very wise in refusing to give way to panic. Under no circumstances can panic be anything but mischievous. But alarm is sometimes a necessary preliminary to effective action. The action which it hides its head in the sand on the approach of an enemy, does not give way to panic, nor does it show any of the ordinary signs of alarm, but the ostrich is not an intellectual bird, and should not be imitated by a great nation. To be caught with one's head in the sand is undignified and very dangerous. To be calm and collected in the face of danger, is a sign of conscious strength; but to sit calmly on the top of a powder magazine without knowing its contents, is no evidence of hardihood. If the British people know exactly what the dangers are that confront them, and if after weighing these dangers they are satisfied as reasonable men that the means which they possess are sufficient to enable them to ward off those dangers, then they are perfectly justified in sitting still, and their tranquillity may be described as both wise and dignified.

Unfortunately there is great reason to believe that at the present moment the British public does not fully realise the dangers which threaten the country, or the forces which are arrayed against it; and it is perfectly certain that not one Englishman in ten thousand really knows what the defensive forces of the nation are, or how they compare with the offensive forces which other nations have, at vast expense, created and maintain. Our second letter therefore will be devoted to the consideration of "The Present Danger to the Country."

ARTICLE THREE.
Our third letter will deal with the war in South Africa and its lessons. It is necessary to try and understand what these lessons are now. The whole lesson perhaps cannot be learnt yet; we must wait till the war is over before it is possible. But a great deal is already evident, and unless men's minds are turned to these questions now, and unless people are kept out of the country, before the return of peace, it is exceedingly unlikely that the country will take full advantage of the teachings of the last few months. We are an easy-going people, very ready to forgive, and experts in the art of forgetting, and happily in the next few months peace should return, there will be many persons and many influences engaged upon the task of inducing the public to forget and forgive. Therefore we must not be afraid of trying to learn our lesson now. And, moreover, we must be particularly careful to learn that lesson aright. One of the oldest arts of the advocate, an art which has been learnt and hoisted by the Government Official, is to distract attention from the weak points of a case by dwelling upon other points of it in respect of which praise is permissible and blame not altogether deserved. Many things have been done in this war which are admirable and worthy of praise. Let us, therefore, praise and give credit where it is due, but let us be perfectly clear in our distinction between that which is good and that which is bad. A great deal of good and that which is bad. A great deal of what has taken place has been hopelessly bad and discouraging. Much mischief has been done by sheer want of forethought, organisation, and preparation, and, but for the faults of our enemies, the mischief, great as it has been, might have been infinitely greater. It will be well therefore at this early stage to turn our attention to the teaching of the present campaign, and to devote our third article to "The War and its Lessons."

ARTICLES FOUR AND FIVE.
The fourth and fifth letters of the present series will deal with the same subject, namely, the Faults of the Present System. Two letters are by no means too much to devote to this branch of our enquiry. As far as the public opinion goes, it is the essence of the whole business. No man should condemn a great institution such as the British War Office, nor an elaborate organisation such as that of the British army, merely because one or two irresponsible critics declare that the institution is rotten and the system is unsound. Such a condemnation would be as wrong as it would be unreasonable. Unless the average, clear-headed layman, who knows nothing of military matters, and who has no feeling about the War Office, save that he

write the great office for which he pays so much, to be successful, can be convinced that there is an overwhelming case for a change in system, and a pressing need for different results, the War Office as it at present exists is safe. No British elector will really trouble himself about a matter which he does not understand, still less will he condemn those who serve him, unless he is absolutely clear that they have served him ill. In the fourth and fifth articles, therefore, a series of illustrations showing some of the actual defects of our system will be given. An endeavour will be made to furnish illustrations which are perfectly clear and intelligible, and to judge results, not so much from a technical, or even military standpoint, but from the standpoint of an ordinary man of business, who is accustomed to adapt means to ends and who regards waste and inefficiency as much the same thing. Articles four and five therefore deal with "The Faults of the Present System."

ARTICLE SIX.
If at the end of our fifth article we have succeeded in persuading our readers that the results of the existing system are bad, and that the system itself is faulty, it will be natural and reasonable to devote the sixth article to the discussion of a question which will inevitably be put by those who have read, and who are in agreement with what has gone before. It is to be presumed that all who are of opinion that matters are in a bad way, will want to see matters mended, and as one of the first steps towards that end, they will naturally enquire how matters got into their present condition, and who is responsible for things being as they are? Those who are compelled to enquire into the realities of our public institutions soon learn that "responsibility" is a word which may mean anything or nothing; that one person may be in theory "responsible" for the safety of the nation and the expenditure of millions of money, and yet in fact have no responsibility at all in the ordinary sense of the word. That another person who, in theory has no responsibility at all, does in fact do all the work which has to be done, or as is sometimes the case, suffers if that work be not done, although he is without sufficient power or authority to insist that it shall be done. It will be necessary in this article to point out where the responsibility for the present state of things rests, but in no doing to make it perfectly clear that the word "responsibility" has many meanings, and that it is often used by those in authority merely to confuse men's minds and to divert attention from unpleasant realities. Our sixth article therefore will be an attempt to answer this question, "Who is Responsible, and Who is to Blame?"

ARTICLES SEVEN AND EIGHT.
The seventh article will probably prove a disappointment to some. If any of our readers have got so far without strong disagreement, these survivors will probably be of opinion that the time has come when the writer should devote his whole attention to the question of a remedy for the evils which he believes to exist. The conclusion would be perfectly just, and the obligation is felt and acknowledged. But what is required can only be done within strictly defined limits. It is possible to point out the principles upon which the reform can be undertaken, and the duties which can be assigned to those who are entrusted with the task of creating a better state of things. This can be done, and will be attempted. But to try and solve these great questions by suggesting remedies for every imperfection, is a useless waste of time, as will be more clearly shown in the article under discussion. The Army Reformer must begin by attacking the root and not by pruning the ends of the branches. Many methods, and many various methods may be good, may indeed be equally good, but whether any method succeeds or fails will depend entirely upon the spirit which directs the whole system, and the character of the scheme of which the detail forms but a part. A watch which is jewelled in only one hole may be a very bad watch. Our seventh article will therefore be devoted to answering as far as may be, the following question: "How can Matters be Mended, on what Principles, and by what Persons?"

Our eighth and concluding article will contain a short examination of "The Organisation of the Empire for War," and will summarise the preceding seven articles.

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YOKOHAMA & KOBÉ	YAMATO	Brit. str.	28	S. Kawamura	BUTTERFIELD & SWIRE	On or about 21st inst.
YOKOHAMA & KOBÉ	SHIMONOSEKI	Brit. str.	29		NIPPON YUSEN KAISHA	On 11th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	30	Balle	BUTTERFIELD & SWIRE	On 17th inst.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	31	F. W. Vliet, R.M.R.	SIEMSEN & CO.	On 18th inst. at Noon.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	32	C. Clippers	P. & O. S. N. Co.	On or about 20th inst.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	33	N. Nagata	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	34	I. Sato	MITSUI BUSSAN KAISHA	On 15th inst. at Daylight.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	35	Pennepacker	MITSUI BUSSAN KAISHA	On 11th inst. at Daylight.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	36	Rolle	BUTTERFIELD & SWIRE	On 18th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	37	Blaxland	JARDINE, MATHESON & CO.	On 12th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	38	Williams	BUTTERFIELD & SWIRE	On 12th inst. at 5 P.M.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	39	Harder	BUTTERFIELD & SWIRE	On 16th inst. at 4 P.M.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	40	Magenzini	SHEWAN, TOMES & CO.	On 17th inst. at 5 P.M.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	41	Davies	CARLOWITZ & CO.	To-day, at Noon.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	42	Peacock	JARDINE, MATHESON & CO.	On 13th inst. at Noon.

SHIPPING.

ARRIVALS.

July 7. MENMUIR, British str., 1,250, R. W. Almond, Manila 3rd July. Hemp and Sugar.—SHEWAN, TOMES & CO.

July 7. HANGCHOW, British str., 990, Pearce, Chinkiang 2nd July. General.—BUTTERFIELD & SWIRE.

July 7. CLARA, German str., 675, Hansen, Haiphong 4th July and 5th. Holbow 5th. General.—JENSEN & CO.

July 7. ANPING MARU, Jap. str., 1,033, Sato, Taiwan 4th July and Swatow 8th July. General.—M. B. KAISHA.

July 7. DAYBREAK, British steamer, 700, Best, Canton 7th July. General.—CHINESE.

July 7. HOLATA, German str., 2,165, F. Ballo, Singapore 30th June. General.—SIEMSEN & CO.

July 7. LOOSER, British str., 1,020, Jackson, Bangkok 1st July. Rice and Teakwood.—BUTTERFIELD & SWIRE.

July 7. SUISHANG, British str., 800, H. Pape, Singapore 1st July. General.—ARNHOLD, KARNER & CO.

July 7. SIBERIA, British str., 1,397, Farmer, Cardiff 2nd March. Coal.—DODWELL & CO., LTD.

July 8. KONIG ALBERT, German str., 1,064, O. Clippers, Bremen 30th May and Singapore 4th July. Mails and General.—MELCHERS & CO.

July 8. HAIMUN, British str., 636, W. J. Davis, Tamsui 4th July. Amoy and Swatow 7th. General.—DOUGLAS LAFRAIK & CO.

July 8. FELICE, British str., 1,700, Connell, Singapore 25th June. Ballast.—ARNHOLD, KARNER & CO.

July 8. TIGER, Norwegian str., 2,116, Hern, Wold, Saigon 3rd July. Rice.—ODDER.

CLEANANCES.

AT THE HARBOUR MASTER'S OFFICE.

7th July.

Elrickdale, British str., for New York.

Haiching, British str., for Swatow.

P. C. K. Kiao, British str., for Bangkok.

Deutera, German str., for Saigon.

Mitsui Maru, Japanese str., for Swatow.

Clara, German str., for Holbow.

Haiting, French str., for Hongkong.

Thura, Norw. str., for San Francisco.

Pelayo, for Singapore.

Drangarth, British str., for Hankow.

Haitan, French str., for Holbow.

DEPARTURES.

July 6. ARIAKE MARU, Jap. str., for Taiwan.

July 7. BENAL, British str., for Europe.

July 7. BELLEPHON, British str., for Amoy.

July 7. A. APCAR, British str., for Calcutta.

July 7. CHRISTIAN, British str., for Swatow.

July 7. HERMES, Norwegian str., for Canton.

July 7. SAMBA, German str., for Saigon.

July 7. BEVENUE, British str., for Moji.

July 7. MOYUNE, British str., for Shanghai.

July 7. HONGKONG, French str., for Hongkong.

July 7. INDEPENDENT, German str., for Java.

July 7. CHITEN, Amr. str., for Shanghai.

July 7. KWANGLEE, Chinese str., for Shanghai.

July 7. HANGKOW, British str., for Canton.

July 7. DARDANUS, British str., for London.

July 7. MACDONALD, British str., for Shanghai.

July 7. ROHILA, British str., for Yokohama.

July 7. MALTA, British str., for Shanghai.

July 8. MATZBURG MARU, Jap. str., for Swatow.

July 8. HAITING, British str., for Swatow.

July 8. ELTRICKDALE, Brit. str., for S. F. Co.

VESSELS IN DOCK.

ABERDEEN DOCK.—U.S.S. Monterey, Chang, alia, Chautino.

COSMOPOLITAN DOCK.—Goodwin.

SHIPPING REPORTS.

The British steamer *Hanchow*, from Chinkiang 2nd July, had light wind and fine weather.

The British steamer *Peluse*, from Singapore 25th June, had fresh to moderate and light S.W. to S.E. winds throughout.

The British steamer *Menmuir*, from Manila 3rd July, had moderate W. to S.W. winds, dull, cloudy weather, frequent rain squalls and slight sea.

The German steamer *Konig Albert*, from Bremen 30th May and Singapore 4th July, had fine weather. On 7th July spoke the British transport *India*, bound northward.

The British steamer *Haiting*, from Tamsui 4th July via Amoy and Swatow 7th, had light S.W. wind and fine weather to Swatow; thence to port moderate W. to S.W. wind, cloudy weather with heavy rain. Vessels in Amoy—*Whampoa*, *Chiofo* and one Japanese mail of war. In Swatow—*Takung* and *Chunshan*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Owners or the Crews of the following Vessels during their stay in Hongkong Harbour.

GLIMMER, British bark, Burns & Sander, Wiler & Co.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA
OMIO AND RUMATINO UNITED
(COMPANIES)

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, ALEXANDRIA, NAPLES, LIGORIO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN, VANTINE and SOUTH AMERICAN Ports up to.

THE STEAMSHIP.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, AJACCIA and MALAGA.

BISAGNO.

Captain Magnanini will be despatched as above TO DAY, the 9th July, at Noon.

At Bombay, the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.

Hongkong, 29th June, 1900.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE COMPANY'S STEAMSHIP.

"MENELAUS."

Captain Towell, will be despatched as above TO MORROW, the 10th July.

For Freight, apply to

BUTTERFIELD & SWIRE.

Hongkong, 5th June, 1900. [1665]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE COMPANY'S STEAMSHIP.

"ANPING MARU."

Captain I. Sato, will be despatched as above TO MORROW, the 11th July, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA.

Hongkong, 27th June, 1900. 1448

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE COMPANY'S STEAMSHIP.

"TIENSTIN."

will be despatched as above on WEDNESDAY, the 11th inst. at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 6th July, 1900. 1925

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE COMPANY'S STEAMSHIP.

"HANGCHOW."

Captain Pearce, will be despatched as above on THURSDAY, the 12th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 7th July, 1900. [1932]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE COMPANY'S STEAMSHIP.

"CHELYDRA."

Captain Davies, will be despatched as above on THURSDAY, the 12th inst. at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

Hongkong, 4th July, 1900. [1869]

DEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE STEAMSHIP.

"BENALDER."

Captain E. E. McIntosh, will be despatched as above on about the 5th July.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Hongkong, 13th June, 1900. 1745

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI { COROMANDEL { About 20th { Freight or Passage.

{ F. W. Vliet, R.M.R. { July {

LONDON, &c. { VALETTA { Noon, 21st { See Special Advertisement.

{ E. N. Tillard { July {

YOKOHAMA & KOBÉ { ROSETTA { About 21st { (Passing through the Inland

{ C. C. Talbot, R.M.R. { July { Sea). Freight or Passage.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAMAKURA MARU { MARSEILLES, LONDON, and { FRIDAY, 13th July, at

{ H. Peterson { ANTWERP, via SINGAPORE, { DAYLIGHT.

{ PENANG, COLOMBO & PORT {

{ SAID. {

MIKE MARU { MOJI, KOBE and YOKOHAMA { TUESDAY, 17th July.

{ S. Kawamura {

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 28th May, 1900. [12]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO. OREGON RAILROAD AND NAVIGATION CO.

STEAMER. TONS. CAPTAIN. PROPOSED SAILING.

VICTORIA 3,367 G. E. Elliott July 28 MONSHIRE 2,872 J. Kennedy Aug. 4

BRECONSHIRE 3,367 J. F. Patton Aug. 7 BRAEMAR 3,367 W. Watt Aug. 25

QUEEN ADALIND 3,367 J. McNeil Aug. 20 ARGYLE 2,872 W. S. Thomson Sept. 20

DUKE OF FIFE 3,821 J. S. Cox Sept. 30 MONSHIRE 2,872 J. Kennedy Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG to LONDON, 247.

Excellent accommodation. First class Table. Doctors and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG to NEW YORK, 241.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night.

TACOMA to NEW YORK in 41 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK.

HONGKONG to VICTORIA, TACOMA, or PORTLAND, 228.

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA.

TACOMA and PORTLAND to DREDA and St. Michael.

HONGKONG to YELLOWSTONE PARK and BACK, 403 1/2 m.

This rate covers the ocean voyage to TACOMA or PORTLAND and back, Railway from TACOMA or PORTLAND to CINNABAR and return, Sleeping and Dining Car accommodation.

Tacoma or Portland to Livingston and return, and Stage Coach transportation Chinook to Mammoth Hot Springs, Norris, Ecosystem and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and fire and one half days' board at the Park Association Hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 31st August, and will be good for re-embarkation on N. P. Steamer within four months, thus affording ample time for hunting and fishing trips in addition to the tour of the Park.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED.

Hongkong, 24th May, 1900. [10]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BAYERN { HAMBURG & AMERICA LINIE { THURSDAY 12th July.

STUTTGART { { THURSDAY 26th July.

KONIG ALBERT {

NOTICE TO CONSIGNEES:

FROM NEW YORK, STRAITS, AND
MANILA

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whences and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All Claims against the Steamer must be presented

sent to the Undersigned on or before the
 10th instant, or they will not be recognized.
 All broken, chafed, and damaged Goods are
 to be left in the Godowns, where they will be
 examined on the 10th inst. at 3 P.M.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by
 DODWELL & CO. LTD.,
 Agents.
 Hongkong, 3rd July, 1900. [1901]

COMPAGNIE DES MESSAGERIES
MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London
and Havre ex ss. *Sinag*, and *Bordeaux*
ex ss. *Ville de Cetta*, *Vercheimois*, and *Ville*
de Strasbourg, in connection with above
Steamer, are hereby informed that their
goods, with the exception of Opium, Treasure

and valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON, TO-DAY, requesting it to be handled here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after FORTY-FOUR HOURS, viz. on the 23rd instant, at NOON, will

be subject to rent and landing charges.
 All claims must be sent in to me on or before
 the 9th instant (MONDAY), or they will not
 be recognized.
 All damaged packages will be examined on
 MONDAY, the 9th inst., at 3 P.M.
 No Fire Insurance has been effected.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 2nd July, 1900.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S. S. "BENGLOE."
FROM MIDDLESBROUGH, LONDON
AND STRAITS.
CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 16th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 6th instant, at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 2nd July, 1900. [1880]

FROM HAMBURG, PENANG, AND
SINGAPORE.

THE H. A. L. Steamship

"SAVOIA."
Captain Mueller, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. **TO-DAY.**

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharft and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 11th July, will be subject to rant.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th July, at 3 p.m.

No Fire Insurance has been effected.
SIEMSEN & CO.
 Agents.
 Hongkong, 4th July, 1900. [1900]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
 "MALTA"
 FROM ANTWERP, LONDON, PORT
 SAID, SUEZ, COLOMBO

AND STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
 This vessel brings on Cargo:—
 From London, &c., ex s.s. *China*.

Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. To-day.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which time all claims will be barred.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 6th July, 1900.

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & CO.
Hongkong, 31st August, 1897. [3]

POST OFFICE NOTICES.

The Hongkong Mail, with the American Mail, dated San Francisco 14th June, left Yokohama on Tuesday, the 3rd instant, at daylight, and may be expected here on or about Tuesday, the 10th instant.

MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Singapore, Penang and Bombay	Bischoff	Monday, 9th, 11.00 A.M.
Shanghai, Yokohama and Higo	Kinshui Maru	Monday, 9th, 3.00 P.M.
Singapore, Penang and Bombay	Holatia	Monday, 9th, 3.00 P.M.
Singapore, Penang and Bombay	Samahai	Monday, 9th, 3.00 P.M.
Singapore, Penang and Bombay	Tientsin	Monday, 9th, 3.00 P.M.
Singapore, Penang and Bombay	Emerald	Monday, 9th, 3.00 P.M.
Singapore, Penang and Bombay	Chelidra	Monday, 9th, 3.00 P.M.
EUROPE, &c., India via Taticorin	Bayern	Monday, 9th, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Manila	Yuenang	Thursday, 12th, 3.00 P.M.
AMOI, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Gaelic	Friday, 13th, 3.00 P.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Chingtu	Saturday, 14th, 3.00 P.M.
Manila, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne	Taiwan	Monday, 16th, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Empress of Japan	Wednesday, 18th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the Mail. Extra Postage 10 cents)		
Shimonoseki	Pakhoi	Thursday, 19th, 11.00 A.M.
EUROPE, &c., India via Taticorin	Valetta	Friday, 20th, 11.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		

TO-DAY.

Sale, Wines and Spirits, Sales Rooms, Messrs. Hughes and Hough, 11 a.m. Sale, Crown Land, 3 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

SATURDAY, 7th July. EXCHANGE.

ON LONDON—	1/11 1/2
Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days sight	2/0
Bank Bills, at 4 months sight	2/0 1/2
Credits, at 4 months sight	2/0 1/2
Documentary Bills, 4 months sight	2/0 1/2
ON PARIS—	2/50
Bank Bills, on demand	2/50
Credits, at 4 months sight	2/50
ON GERMANY—	2/03 1/2
On demand	2/03 1/2
ON NEW YORK—	43 1/2
Bank Bills, on demand	43 1/2
Credits, 60 days sight	43 1/2
ON HONGKONG—	149
Telegraphic Transfer	149
Bank, on demand	149
ON CALCUTTA—	140
Telegraphic Transfer	140
Bank, on demand	140
ON SHANGHAI—	71
Bank, at sight	71
Private, 30 days sight	72
ON YOKOHAMA—	21 p.c.m.
On demand	21 p.c.m.
ON SINGAPORE—	24 p.c.m.
On demand	24 p.c.m.
ON BATAVIA—	119 1/2
On demand	119 1/2
ON HAIPHONG—	3 p.c.m.
On demand	3 p.c.m.
ON SAIGON—	21 p.c.m.
On demand	21 p.c.m.
ON HANKOW—	39
On demand	39
SOVEREIGNS, Bank's Buying Rate	104
GOLD LEAF, 100 grains per tael	53
BAB SILVER, per oz	25 1/2

OPPIUM.

Quotations are—	Allow 10 per cent. duty.
Malwa New	\$890 to \$900 per picul.
Malwa Old	\$910 to \$920
Malwa Older	\$930 to \$940
P. P. per wrapped	\$970 to —
Perian fine quality	\$910 to —
Perian extra fine	\$950 to —
Patna New	\$965 to — per chest.
Patna Old	\$1,040
Bonares New	\$955
Bonares Old	\$ —

PASSENGERS.

ARRIVED.

Per *Menmuir*, Messrs. Roseton, Almada e Castro, Lacada, De Silva, F. De Silva, J. Lopez, W. Johnston, M. McMillan and José Garcia. Mrs. Almada e Castro, Mrs. M. Godfrey, and 110 Chinese.

Per *Hainan*, from *Tamsui*, &c., Mr. Watt and Mrs. Andrews and child.

Per *König Albert*, from Bremen, &c., Messrs. A. Branchi, Ikeda, Gubay, Capt. Riche, Messrs. Weller, Lavandey, Capt. Nilsson, Messrs. Edwards, Wandler, Miss von der Lipp, Messrs. Paap, Blunkmann, Granström, Miss Sandström.

Per *Bengal*, from Hongkong, for I. Inlay, Messrs. T. A. Rahim and J. M. Ollis, for London, Messrs. John Gowanlock, R. J. Soules, M. Lopez and Mrs. Kendall, from Shanghai, for Penang, Mr. Gellie, for London, Miss Fenner and Mr. T. Murray, from Kobe, for London, Mr. A. Stephenson, from Yokohama, for Sydney, Mr. L. Deane, for London, Rev. Father Moore.

Per *Malta*, from Hongkong, for Shanghai, Mr. H. Dixon, from London, Lieut. Commander Blunt, Mrs. Blunt and infant, Mr. Moffatt.

Per *Kobala*, from Hongkong, for Kobe, Mr. J. J. Naimish, for Yokohama, Mr. and Mrs. Cheong Tung, for Nagasaki, Mr. T. Yama, wife, from Suva, for Yokohama, Mr. A. Hanf, from London, Mr. Haines, from Singapore, Messrs. F. Kilian, Olan, Nungo, Mulla, Hiale, Okuse, Takashion, Tsurjoku, Kida, Ishiwaka, Asae, Yamamoto, Skamatsuma, Nukarigo and Oskai.

VESSELS EXPECTED.

THE GERMAN MAIL.

The Imperial German Mail steamer *Bayern* left Kobe via Nagasaki, Shanghai, and Foochow on Sunday, the 1st inst., and may be expected here on or about Wednesday, the 11th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* left Kobe on Tuesday, the 3rd inst., for Hongkong via usual ports of call.

The C. P. R. steamer *Empress of India* left Nagasaki on Monday, 2nd July, for Hongkong via usual ports of call.

The El. & A. steamer *Eastern*, from Sydney, left Port Darwin on 29th ult. for Timor and Hongkong.

The P. M. steamer *China*, with Mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 30th ult.

The H. A. L. steamer *Doric*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 30th ult.

The N. P. steamer *Verona*, from New York, left Singapore for this port on the 7th inst., and is due here on or about the 12th inst.

The China Mutual steamer *Tenaki*, from Glasgow and Liverpool, is due at this port on the 12th inst.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 24th ult.

The N. Y. K. steamer *Kamakura Maru* (European Line) left Kobe via Moji for this port on the 4th inst., and is expected to arrive here on the 11th inst.

The Austrian Lloyd's steamer *Trieste* left Kobe via Moji for this port on Friday, the 6th inst.

The steamer *Lightning*, from Calcutta, left Singapore for this port on Friday, afternoon, the 6th inst.

OUTWARD.—23rd May.—*Vindobona*, Köln, Suez, 30th May.—*Arana*, Dresden, 2nd June.—*Bergle*, 9th June.—*Erzherzog*, F. Ferdinand, 16th June.—*Arab*, Ision, 23rd June.—*Arcturion*, 30th June.—*Orestes*, Shinano Maru, 20th June.—*Granat*, 27th June.—*Sado Maru*, 28th June.—*Bandenberg*, 3rd July.—*China*, 10th July.—*Ernest*, 17th July.—*Lavinia*, 24th July.—*Ernest*, 31st July.—*China*, 7th August.—*Ernest*, 14th August.—*China*, 21st August.—*Ernest*, 28th August.—*China*, 4th September.—*Ernest*, 11th September.—*China*, 18th September.—*Ernest*, 25th September.—*China*, 2nd October.—*Ernest*, 9th October.—*China*, 16th October.—*Ernest*, 23rd October.—*China*, 30th October.—*Ernest*, 6th November.—*China*, 13th November.—*Ernest*, 20th November.—*China*, 27th November.—*Ernest*, 4th December.—*China*, 11th December.—*Ernest*, 18th December.—*China*, 25th December.—*Ernest*, 1st January.—*China*, 8th January.—*Ernest*, 15th January.—*China*, 22nd January.—*Ernest*, 29th January.—*China*, 5th February.—*Ernest*, 12th February.—*China*, 19th February.—*Ernest*, 26th February.—*China*, 5th 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